

# 2019 Toccoa Raceway

## Young Guns

(Window Safety Net & Mufflers are Mandatory)

\*\* WEIGHT MUST BE POSTED ON THE TOP LEFT CORNER OF THE DRIVERS DOOR

\*\*\* NUMBER MUST BE 3" TALL & VISIBLE

\*\* All cars will receive intense/thorough safety check

\*\* All Young Gun Competitors MUST HAVE:

1. Head/Neck Restraint
2. Full Containment Seat
3. On-board Fire System

## Fuel:

110 or 114

**NO OXYGENATED FUEL PERMITTED**

## Body:

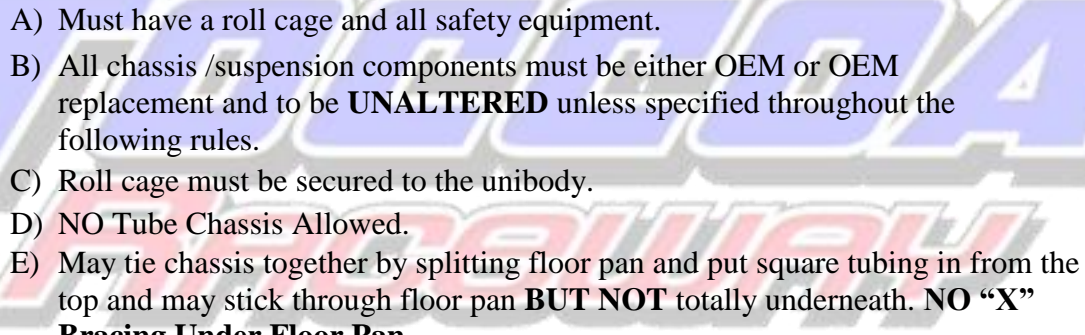
- A) Any two or four door foreign or domestic car with a 94-101.5 wheelbase. Wheelbase must match make and model of car.
- B) Must have correct CC's listed on hood with penalties and weight breaks added for scales. If not listed correctly you could be disqualified.
- C) May have a complete aluminum body but must retain stock shape and appearance. (See Body Measurements)
- D) Inner panels may be removed.
- E) NO FWD or MID Engine Cars
- F) Must have floor pan on both sides to rear of front seats.
- G) Must have a rear firewall or drivers compartment must be boxed in
- H) After market nose piece OK. No wider than 1 inch outside of tires. Front fenders must be made of steel or aluminum. **(NO MD 3 STYLE NOSES ALLOWED WITH MOLDED FENDERS, ELEPHANT EAR OR WING) ( NO PLASTIC FENDERS )**
- I) May run a 6 inch rear spoiler – can't go over side of quarter panel – no wider than the width of the car – spill plates OK spill plate measurements bottom is 16 inches rear 8 inches high 4 inches across the top rear and 4 inches high in the front. (see body measurements)
- J) Interior spoiler no more than 4 inches high and NO higher than dash.
- K) Rear bumpers must **NOT** extend past the inside of the rear tires **unless** it has a bumper cover or turns forward (if turned forward must be on a 90° angle **NO SHARP CORNERS / EDGES**)
- L) Nose 70-inch maximum width.
- M) 68-inch maximum width at **ANY** point.

- N) 38-inch maximum ground to deck (bottom of spoiler).
- O) **Optional:** Rear of car can remain open. Aluminum ok to close rear of car.
- P) May use lexan in rear windows.
- Q) Must run hood.
- R) Breather may stick through hood.
- S) **NO Cold Air boxes** allowed
- T) May have heat shield under hood, over the header only no longer than length of cylinder head. **NO COMPLETE HOOD UNDER HOOD.**
- U) May have hole in firewall big enough for the header to pass through (tech discretion if hole is to big).
- V) May replace top 1/4 of firewall with steel or aluminum (this doesn't mean the whole firewall) no lower than original master cylinder hole in firewall. No holes above or below the deck.

\*\* Acceptable body infractions will result up to a **50lb** weight penalty in the area of the infraction\*\*

\*\* All body infractions are not acceptable tech man discretion\*\*

#### Chassis / Suspension:

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- A) Must have a roll cage and all safety equipment.
  - B) All chassis /suspension components must be either OEM or OEM replacement and to be **UNALTERED** unless specified throughout the following rules.
  - C) Roll cage must be secured to the unibody.
  - D) NO Tube Chassis Allowed.
  - E) May tie chassis together by splitting floor pan and put square tubing in from the top and may stick through floor pan **BUT NOT** totally underneath. **NO "X" Bracing Under Floor Pan.**
  - F) Square / roll cage tubing from strut towers forward is acceptable.
  - G) May use square tubing or roll cage material from back of shock mounts to rear of car must be straight no angling of material.
  - H) All A frame, trailing arm's and leaf spring mounts must be stock and mounted in **STOCK** location (may cut lower A frame for caster / camber adjustments)
  - I) May take spindle that came on car and machine to fit a later model strut. All machining and or shims must be parallel. No angle milling/ grinding to enhance performance.
  - J) May cut Top trailing arm (s) or re drill for pinion angle only.
  - K) May have spring locator/ bucket on lower control arm to keep spring in location.
  - L) Lowering blocks ok
  - M) Leaf spring cars may lengthen rear shackle.
  - N) Caster / Camber plates ok

- O) Adjustable buckets or Jacking Bolts are ok, but **MUST** remain in **STOCK** location (Buckets or Jack Bolts may be raised for spring travel). If not in **STOCK** location you may be subject to a weight penalty. Buckets or Jack Bolt Must Be In Fixed Location. (Tech's Discretion) (May select a random car to measure by for comparison)
- P) Ford may run coil over on front struts.
- Q) May cut upper or lower control arm for caster / camber.
- R) May cut pan hard bar must be **NON ADJUSTABLE**. Must be located in **STOCK** location.
- S) Mono Balls Allowed
- T) **Stock Mounted** body shocks may have heims (bottom only) shocks may be adjustable (dampening) **NO CANISTER STYLE SHOCKS ALLOWED**
- U) May adjust shocks for travel but not change the angle of the shock (not mounted to roll cage) (No adjustable bracket)
- V) Offset in steering rack ok
- W) Bump steer Not Allowed (NO heims or shims/ spacers)
- X) \*\* If any suspension component not in STOCK location you will be subject to a weight penalty.
- Y) \*\* \$100 buy rule per shock \*\* This is for shock only!
- Z) \*\* \$200 buy rule per strut \*\* This is for strut only NO SPRING!

### Brake System:

- A) 4 wheel disk brakes permitted must have OEM components
- B) Dual master cylinder permitted.
- C) 3 wheel brake shut off permitted
- D) No adjuster for brakes from front to rear in reach of driver.
- E) Stock rotors and drums **No** lightening but may remove caliper and rotor on **RF Only** (Ford on a Ford Toyota on a Toyota).

### Wheels & Tires:

- A) Wheels Steel 8" maximum width. Bead locks ok (bead lock must face outward).
- B) May have bead locks on all 4 wheels.
- C) American Racer – MD 57 only (**NO GROOVING or SIPPING**)
- D) No chemicals allowed (see protest)
- E) Must meet benchmark at an independent lab.
- F) Needling allowed

**Rear ends:**

- A) Any stock up to 8.8 for make of car.
- B) No gun drilled axles (may weigh axles to compare if necessary)
- C) Axle- Stock OEM or an OEM replacement permitted (may weigh to compare if necessary)
- D) No full spools
- E) Mini spool OK steel only.
- F) May lock rear end by weld, mini spool, limited slip (limited slip unit must be stock **NO aftermarket units**).
- G) **NO RATCHET SPOOL ALLOWED!**
- H) May run cut gear.

**\*\* ENGINE: ALL Engine Core Parts (ex: Block, Head, Crankshaft and Intake) Must Have Been Available on Cars or Trucks Sold to the General Public by Mass Production. All Parts Must Be OEM of the Same Brand Vehicle You Are Racing. NO FRONT WHEEL DRIVE, MARINE, INDUSTRIAL OR SPECIAL PRODUCTION PARTS PERMITTED.\*\***

**Engine option #1 S.C. Stock 4 type weight / lb**

**2000lb Minimum. See CC's weight:**

- A) Stock engine location – no set backs.
- B) No engines with more than 2 valves per cylinder.
- C) Ford in a Ford: Toyota in a Toyota.
- D) No rotary or turbo or double overhead cam engines permitted
- E) Cannot mix and match different cc engines to come up with odd ball cc's must stay basic bore and stroke combo's that was produced by the manufacture.
- F) OEM blocks only .080 over bore max (other than listed). **5cc** for wear not to exceed 2500cc + .08 over bore. Toyota 3tc may bore to .100 over
- G) Ford may Sleeve a 2300cc block to a 2000cc.
- H) Aluminum cam gear or pulley allowed.
- I) Any steel connecting rod- no aluminum, titanium or carbon fiber
- J) NO titanium wrist pins.
- K) Only Babbitt style bearings Allowed (No roller bearings) coated ok.
- L) Stock crank with stock stroke  $\pm .01$  tolerances.
- M) Crankshaft rod journals maybe ground no smaller than 1.771
- N) **NO AFTERMARKET CRANKS.** (Stock lightened crank must add **50lbs** in front of firewall)

- O) All engines must use an in-block wet sump oil system.
- P) Racing oil pans permitted.
- Q) NO dry sumps allowed.
- R) Any flat top piston – Toyota 1600 and 1800 may run dome of .235 tall only.
- S) Formula for cc's- bore X bore X .7854 X stroke X 4 = cid then divide cid into .061= cc's. Tolerance is **5cc** for wear.
- T) May have E-Vac to header only NO VACCUM PUMPS.
- U) May run electric water pump.
- V) May run electric fuel pump.
- W) Ignition – stock or Mel's Ignition ONLY (NO BOOSTERS on Ignition). (No Traction control allowed) (NO ECU Units) (NO MSD Style) (NO MSD Style Ignition Boxes)
- X) Single Ignition coil Only.
- Y) Radiator must be mounted in front of engine.

### **Heads:**

- A) MUST HAVE BEEN AVAILABLE ON PRODUCTION CARS/ TRUCKS FROM OEM AUTOMOTIVE FACTORY
- B) OEM may be changed from one size engine to another **without modification.**
- C) May have competition valve job with any angle or depth must not touch bottom of valve boss.
- D) All angles MUST be concentric with valve guide.
- E) Any steel valve stock diameter may be undercut stem + .009 tolerances.
- F) Valve stem must be stock diameter for year model of head. (No 7mm valve stem in a Ford)
- G) Double valve springs ok must be steel
- H) Beehive valve springs ok must be steel
- I) Any steel retainer
- J) Lifter has to be stock diameter – solid ok
- K) NO PORTING or POLISHING
- L) NO "M13" head allowed

### **Intake:**

- A) MUST HAVE BEEN AVAILABLE ON PRODUCTION CARS/ TRUCKS FROM OEM AUTOMOTIVE FACTORY.
- B) OEM may change from one size engine to another **without modification** unless stated.
- C) Ford must run D4, D9 or E1 style intake. Anything other than listed must be approved by MMSA/ Track Tech.

- D) No fuel injection manifolds
- E) Must be single carburetor.
- F) No side draft intakes.
- G) OEM style gasket only. (.07 max thickness)
- H) May modify for carburetor but must be approved before race by tech.
- I) May bore straight down for clearance - NO TAPERING, RADIUS or BLENDING.
- J) Intake gasket is part of intake protest.

### **Carburetor:**

- A) Stock carburetor or Holley 350 cfm (#7448 or 0-80787-1) or Holley 500 cfm #4412 must pass no go gauges.
- B) Must have air horn with number.
- C) Float bowl must face forward
- D) May cut end of screws and have holes in butterflies
- E) No thinning of shafts
- F) No polishing or grinding
- G) Spacer and adapter – any 1” max thickness together – **NO TOLERANCE**. Spacer cannot protrude into intake.
- H) 2 gaskets @ .07 thickness maximum each

### **Camshaft:**

- A) Solid or Hydraulic **NO ROLLERS**
- B) Maximum **.425 lift** at valve with .025 lash at valve for solid
- C) Hydraulic ANY LIFT
- D) Hydraulic lifter must collapse or be taken apart for inspection
- E) No swapping of any lobes – must be in stock order
- F) No roller or needle bearings stock type only coated ok

### **Flywheel & Clutch Assembly:**

- A) Aftermarket flywheel and clutch **OK**
- B) Stock 11lbs minimum flywheel will receive **30lbs** weight break (must be steel)
- C) Must have stock or stock replacement clutch and pressure plate if claiming stock flywheel.
- D) **NO LIGHTENING OF STOCK PRESSURE PLATE**
- E) Only grinding, adding weight or drilled holes to pressure plate for balancing. Drilled hole size is 7/16 diameter max (**NOT** all the way around pressure plate). If there are holes all the way around pressure plate it **WILL** be considered lightening.

- F) Studs for pressure plate ok (must be a purchased stud, no custom machined studs allowed)
- G) Cannot relocate pressure plate bolt hole pattern

**Transmission:**

- A) **MUST BE STOCK** with all working forward and reverse gears.
- B) Cannot remove or lighten drive or reverse gears.
- C) May remove speedometer gears only.

**Driveshaft:**

- A) Minimum of 1 ½" diameter
- B) Must be steel
- C) Must have a safety loop
- D) Must be painted white with number on it.

**Header:**

- A) Spec Schoenfeld Fords may run # f-234v or # f-235v
- B) Spec Schoenfeld Toyota may run # t-168 or stock manifold
- C) These headers are the only ones allowed with SC type stock 4 rules.
- D) .455 hydraulic head GA stock 4 type rules may run tri-y
- E) Tech must approve any .455 hydraulic cars not running a spec header.
- F) May be coated or wrapped only must remain as it came from Schoenfeld. (If wrapped you may be subject to unwrap for inspection)
- G) Nothing should protrude into collector if so it WILL be subject to a Disqualification.
- H) OEM style gasket only factory replacement or from Schoenfeld.
- I) If Schoenfeld doesn't offer a header then a **Stock Manifold MUST be used.**  
**No homemade headers.**

**CC Weight's, Weight Break's and Penalties:**

- A) Toyota 2tc & 3tc must weigh **2000 lbs. minimum**
- B) Ford 2.0 must weigh **2150 lbs. minimum**
- C) Any other than listed must weigh **1lb per cc**
- D) Stock 11lbs minimum Flywheel **-30lbs**
- E) Lightened Crankshaft **+50lbs** (in front of firewall)

**F) CC's and all weight breaks / penalties, and weight TOTAL MUST be listed on each side of front fenders. All breaks and penalties should be told to tech at pre-race inspection for documentation. If not listed or documented tech has the right to DQ after qualifying or main feature.**

**BODY MEASUREMENTS:**

**\*\* See MMSA Rule for Body Measurements**















